

## **DEPARTMENT OF TRANSPORTATION**

### **Federal Aviation Administration**

#### **14 CFR Part 39**

**[Docket No. 98-NM-108-AD; Amendment 39-10802; AD 98-20-35]**

**RIN 2120-AA64**

**Airworthiness Directives; Israel Aircraft Industries (IAI), Ltd., Model 1121, 1121A, 1121B, 1123, 1124, and 1124A Series Airplanes**

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Final rule; correction.

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**SUMMARY:** This document corrects a typographical error that appeared in airworthiness directive (AD) 98-20-35, that was published in the Federal Register on September 29, 1998 (63 FR 51803). The typographical error resulted in referencing a service bulletin that does not pertain to this AD. This AD is applicable to all IAI, Ltd., Model 1121, 1121A, 1121B, 1123, 1124, and 1124A series airplanes. This AD requires repetitive inspections of the trim actuator of the horizontal stabilizer to verify jackscrew integrity and to detect excessive wear of the tie rod, and replacement of the actuator or tie rod, if necessary. This AD also requires accomplishment of the previously optional terminating action.

**EFFECTIVE DATE:** November 3, 1998.

**FOR FURTHER INFORMATION CONTACT:** Norman B. Martenson, Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2110; fax (425) 227-1149.

**SUPPLEMENTARY INFORMATION:** Airworthiness Directive (AD) 98-20-35, amendment 39-10802, applicable to all IAI, Ltd., Model 1121, 1121A, 1121B, 1123, 1124, and 1124A series airplanes, was published in the Federal Register on September 29, 1998 (63 FR 51803). That AD requires repetitive inspections of the trim actuator of the horizontal stabilizer to verify jackscrew integrity and to detect excessive wear of the tie rod, and replacement of the actuator or tie rod, if necessary. That AD also requires accomplishment of the previously optional terminating action.

As published, AD 98-20-35 contained an erroneous reference to a service bulletin that was approved previously by the Director of the Federal Register as of April 10, 1998 (63 FR 11106, March 6, 1998), for incorporation by reference in AD 98-05-09, amendment 39-10370. Paragraph (f) of AD 98-20-35 and paragraph (g) of AD 98-05-09 incorrectly reference Westwind Service Bulletin

SB 1124-27-046, Revision 1, dated May 28, 1997. The correct service bulletin is Westwind Service Bulletin SB 1123-27-046, Revision 1, dated May 28, 1997.

Since no other part of the regulatory information has been changed, the final rule is not being republished.

The effective date of this AD remains November 3, 1998.

### § 39.13 [Corrected]

On page 51804, in the third column, paragraph (f) of AD 98-20-35 is corrected to read as follows:

\* \* \* \* \*

(f) The actions shall be done in accordance with the following Westwind and Commodore Jet service bulletins, as applicable, which contain the specified effective pages:

Service bulletin referenced and date	Page number shown on page	Revision level shown on page	Date shown on page
Westwind SB 1124-27-133, August 14, 1996	1-6	Original	August 14, 1996.
Westwind SB 1124-27-133	1-4	1	May 28, 1997.
Revision 1, May 28, 1997	5, 6	Original	August 14, 1996.
Westwind SB 1123-27-046, August 14, 1996	1-6	Original	August 14, 1996.
Westwind SB 1123-27-046	1-4	1	May 28, 1997.
Revision 1, May 28, 1997	5, 6	Original	August 14, 1996.
Westwind SB 1124-27-136, September 1, 1997	1-3	Original	September 1, 1997.
Westwind SB 1123-27-047, September 1, 1997	1-3	Original	September 1, 1997.
Commodore Jet SB 1121-27-025, December 22, 1997	1-3	Original	December 22, 1997.
Commodore Jet SB 1121-27-023, August 14, 1996	1-6	Original	August 14, 1996.
Commodore Jet SB 1121-27-023	1-4	1	May 28, 1997.
Revision 1, May 28, 1997	5, 6	Original	August 14, 1996.

The incorporation by reference was approved previously by the Director of the Federal Register as of April 10, 1998 (63 FR 11106, March 6, 1998). Copies may be obtained from Galaxy Aerospace Corporation, One Galaxy Way, Fort Worth Alliance Airport, Fort Worth, Texas 76177. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW. suite 700, Washington DC.

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Issued in Renton, Washington, on January 7, 1999.

John J. Hickey,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 99-809 Filed 1-13-99; 8:45 am]

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**RIN 2120-AA64**

**Airworthiness Directives; Israel Aircraft Industries (IAI), Ltd., Model 1121, 1121A, 1121B, 1123, 1124, and 1124A Series Airplanes**

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Final rule.

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**SUMMARY:** This amendment supersedes an existing airworthiness directive (AD), applicable to all IAI, Ltd., Model 1121, 1121A, 1121B, 1123, 1124, and 1124A series airplanes, that currently requires repetitive inspections of the trim actuator of the horizontal stabilizer to verify jackscrew integrity and to detect excessive wear of the tie rod, and replacement of the actuator or tie rod, if necessary. That AD also provides for optional terminating action for the repetitive inspections. This amendment requires accomplishment of the previously optional terminating action. This amendment is prompted by issuance of mandatory continuing airworthiness information by a foreign civil airworthiness authority. The actions specified by this AD are intended to prevent failure of the trim actuator of the horizontal stabilizer due to failure of the jackscrews, which could result in reduced controllability of the airplane.

**DATES:** Effective November 3, 1998.

The incorporation by reference of certain publications was approved previously by the Director of the Federal Register as of April 10, 1998 (63 FR 11106, March 6, 1998).

**ADDRESSES:** The service information referenced in this AD may be obtained from Galaxy Aerospace Corporation, One Galaxy Way, Fort Worth Alliance Airport, Fort Worth, Texas 76177. This information may be examined at the Federal Aviation Administration (FAA), Transport Airplane Directorate, Rules Docket, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

**FOR FURTHER INFORMATION CONTACT:** Norman B. Martenson, Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2110; fax (425) 227-1149.

**SUPPLEMENTARY INFORMATION:** A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) by superseding AD 98-05-09, amendment 39-10370 (63 FR 11106, March 6, 1998), which is applicable to all IAI, Ltd., Model 1121, 1121A, 1121B, 1123, 1124, and 1124A series airplanes, was published in the Federal Register on August 5, 1998 (63 FR 41737). The action proposed to continue to require repetitive inspections of the trim actuator of the horizontal stabilizer to verify jackscrew integrity and to detect excessive wear of the tie rod, and replacement of the actuator or tie rod, if necessary. The action also proposed to require accomplishment of a previously optional terminating action.

## **Comments**

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were submitted in response to the proposal or the FAA's determination of the cost to the public.

## **Conclusion**

The FAA has determined that air safety and the public interest require the adoption of the rule as proposed.

## **Cost Impact**

There are approximately 295 airplanes of U.S. registry that will be affected by this AD.

The inspections that are currently required by AD 98-05-09 take approximately 4 work hours per airplane to accomplish, at an average labor rate of \$60 per work hour. Based on these figures, the cost impact of the currently required actions on U.S. operators is estimated to be \$70,800, or \$240 per airplane, per inspection cycle.

The new replacement that is required by this AD action will take approximately 4 work hours per airplane to accomplish, at an average labor rate of \$60 per work hour. Required parts will cost approximately \$49,500 per airplane. Based on these figures, the cost impact of the replacement required by this AD on U.S. operators is estimated to be \$14,673,300, or \$49,740 per airplane.

The cost impact figures discussed above are based on assumptions that no operator has yet accomplished any of the requirements of this AD action, and that no operator would accomplish those actions in the future if this AD were not adopted.

## **Regulatory Impact**

The regulations adopted herein will not have substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government. Therefore, in accordance with Executive Order 12612, it is determined that this final rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that this action (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. A final evaluation has been prepared for this action and it is contained in the Rules Docket. A copy of it may be obtained from the Rules Docket at the location provided under the caption ADDRESSES.

## **List of Subjects in 14 CFR Part 39**

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

### **Adoption of the Amendment**

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

### **PART 39—AIRWORTHINESS DIRECTIVES**

1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701.

#### **§ 39.13 [Amended]**

2. Section 39.13 is amended by removing amendment 39-10370 (63 FR 11106, March 6, 1998), and by adding a new airworthiness directive (AD), amendment 39-10802, to read as follows:

# AIRWORTHINESS DIRECTIVE

Aircraft Certification Service  
Washington, DC



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

*We post ADs on the internet at "www.faa.gov"*

The following Airworthiness Directive issued by the Federal Aviation Administration in accordance with the provisions of Title 14 of the Code of Federal Regulations (14 CFR) part 39, applies to an aircraft model of which our records indicate you may be the registered owner. Airworthiness Directives affect aviation safety and are regulations which require immediate attention. You are cautioned that no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of the Airworthiness Directive (reference 14 CFR part 39, subpart 39.3).

**CORRECTION:** [*Federal Register: January 14, 1999 (Volume 64, Number 9); Page 2428-2429; [www.access.gpo.gov/su\\_docs/aces/aces140.html](http://www.access.gpo.gov/su_docs/aces/aces140.html)*]

**98-20-35 Israel Aircraft Industries (IAI), Ltd.:** Amendment 39-10802. Docket 98-NM-108-AD. Supersedes AD 98-05-09, Amendment 39-10370.

**Applicability:** All Model 1121, 1121A, 1121B, 1123, 1124, and 1124A series airplanes; certificated in any category.

**Note 1:** This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (d) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

**Compliance:** Required as indicated, unless accomplished previously.

To prevent failure of the trim actuator of the horizontal stabilizer due to failure of the jackscrews, which could result in reduced controllability of the airplane, accomplish the following:

## **Restatement of Requirements of Paragraphs (a) and (b) of AD 98-05-09**

(a) Perform an inspection of the trim actuator of the horizontal stabilizer to verify jackscrew integrity and to detect excessive wear of the tie rod, in accordance with Commodore Jet Service Bulletin SB 1121-27-023, dated August 14, 1996, or Revision 1, dated May 28, 1997 (for Model 1121, 1121A, and 1121B series airplanes); Westwind Service Bulletin SB 1123-27-046, dated August 14, 1996, or Revision 1, dated May 28, 1997 (for Model 1123 series airplanes); or Westwind Service Bulletin SB 1124-27-133, dated August 14, 1996, or Revision 1, dated May 28, 1997 (for Model 1124 and 1124A series airplanes); as applicable; at the time specified in paragraph (a)(1) or (a)(2) of this AD, as applicable.

(1) For airplanes that have accumulated 6,000 or more total flight cycles, or on which the horizontal trim actuator has accumulated 2,000 or more flight cycles, as of April 10, 1998 (the effective date of AD 98-05-09, amendment 39-10370): Inspect within 50 flight hours after April 10, 1998. Repeat the inspection thereafter at intervals not to exceed 300 flight hours (for Model 1121, 1121A, 1121B, and 1123 series airplanes); or 400 flight hours (for Model 1124 and 1124A series airplanes); as applicable.

(2) For airplanes that have accumulated less than 6,000 total flight cycles, and on which the horizontal trim actuator has accumulated less than 2,000 total flight cycles, as of April 10, 1998: Inspect at the time specified in paragraph (a)(2)(i) or (a)(2)(ii) of this AD, as applicable.

(i) For Model 1121, 1121A, 1121B, and 1123 series airplanes: Inspect within 300 flight hours after April 10, 1998. Repeat the inspection thereafter at intervals not to exceed 300 flight hours.

(ii) For Model 1124 and 1124A series airplanes: Inspect within 400 flight hours after April 10, 1998. Repeat the inspection thereafter at intervals not to exceed 400 flight hours.

(b) If any discrepancy is found during any inspection required by paragraph (a) of this AD, prior to further flight, replace the actuator or tie rod, as applicable, in accordance with Commodore Jet Service Bulletin SB 1121-27-023, dated August 14, 1996, or Revision 1, dated May 28, 1997 (for Model 1121, 1121A, and 1121B series airplanes); Westwind Service Bulletin SB 1123-27-046, dated August 14, 1996, or Revision 1, dated May 28, 1997 (for Model 1123 series airplanes); or Westwind Service Bulletin 1124-27-133, dated August 14, 1996, or Revision 1, dated May 28, 1997 (for Model 1124 and 1124A series airplanes); as applicable.

### **New Requirements of This AD**

(c) Within 18 months after the effective date of this AD, replace the trim actuator of the horizontal stabilizer with a modified trim actuator with modified jackscrew assemblies (part number 21164-362 and -363 for Model 1121, 1121A, and 1121B series airplanes; part number 21164-360 and -361 for Model 1123 series airplanes; or part number 21164-360 and -361 for Model 1124 and 1124A series airplanes), in accordance with Commodore Jet Service Bulletin SB 1121-27-025, dated December 22, 1997 (for Model 1121, 1121A, and 1121B series airplanes); Westwind Service Bulletin SB 1123-27-047, dated September 1, 1997 (for Model 1123 series airplanes); or Westwind Service Bulletin SB 1124-27-136, dated September 1, 1997 (for Model 1124 and 1124A series airplanes); as applicable. Accomplishment of this replacement terminates the repetitive inspections required by this AD.

(d) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, International Branch, ANM-116.

**Note 2:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Manager, International Branch, ANM-116.

(e) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

(f) The actions shall be done in accordance with the following Westwind and Commodore Jet service bulletins, as applicable, which contain the specified effective pages:

<b>Service bulletin referenced and date</b>	<b>Page number shown on page</b>	<b>Revision level shown on page</b>	<b>Date shown on page</b>
Westwind SB 1124-27-133, August 14, 1996	1-6	Original	August 14, 1996.
Westwind SB 1124-27-133	1-4	1	May 28, 1997.
Revision 1, May 28, 1997	5, 6	Original	August 14, 1996.
Westwind SB 1123-27-046, August 14, 1996	1-6	Original	August 14, 1996.

Westwind SB 1123-27-046	1-4	1	May 28, 1997.
Revision 1, May 28, 1997	5, 6	Original	August 14, 1996.
Westwind SB 1124-27-136, September 1, 1997	1-3	Original	September 1, 1997.
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Commodore Jet SB 1121-27-025, December 22, 1997	1-3	Original	December 22, 1997.
Commodore Jet SB 1121-27-023, August 14, 1996	1-6	Original	August 14, 1996.
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**Note 3:** The subject of this AD is addressed in Israeli airworthiness directive 27-97-09-02, dated September 4, 1997.

(g) This amendment becomes effective on November 3, 1998.

Issued in Renton, Washington, on September 21, 1998.

Darrell M. Pederson,  
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.  
[FR Doc. 98-25776 Filed 9-28-98; 8:45 am]  
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